2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

73

Prince Edward County
Town of Farmville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Prince	e Edward Maintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Ti	rail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				-										
(F)	4.49	3200	F	90%	1%	Charlotte County Line 3% 1% 69	% 0%	С	0.082	F	0.646	3300	F	2002
[15]	7.73	3200	•	To:	1 70		70 070	ı	0.002	•	0.040	3300	•	2002
15	7.65	4300	F	From: 90%	1%	73-633 3% 1% 69	% 0%	F	0.085	F	0.655	4300	F	2002
(15)				To:		SR 133 Kingsville								
15	2.83	7600	F	92%	0%	3% 2% 39	% 0%	С	0.079	F	0.649	7600	F	2002
				To:	US 46	0, BUS US 15 South of Fa	rmville							
15	4.56	8200	Α	83%	1%	2% 1% 12		Α	0.109	Α	0.556	7700	Α	2002
				To: From:		US 460 West of Farmville	;							
15	0.24	5000	F	83%	1%	2% 1% 12		F	0.083	F	0.615	5000	F	2002
<u> </u>				To: From:	BUS	S US 15 Northwest of Farm	nville							
15	1.77	4200	F	92%	0%	2% 1% 59	% 0%	С	0.087	F	0.579	4300	F	2002
\smile				To:		Buckingham County Line								
Bus				From:		US 15								
[15]	0.11	12000	N	97% To:	1%	2% 0% 19 SCL Farmville	% 0%	N I	0.088	N	0.649	13000	N	2002
						SCL Famiville								
<u>Fown of Farmville</u> Bus				From:		SCL Farmville								
15	0.72	12000	F	97%	1%	2% 0% 19	% 0%	F	0.088	F	0.649	13000	F	2002
				To:		Old SCL Farmville								
Bus Main Street	0.42	45000	_	97%	10/		0/ 00/		0.007	_	0.500	16000	_	2002
15 Main Street	0.42	15000	F	97%	1%		% 0%	С	0.087	F	0.528	16000	F	2002
Bus				From:		Milnwood Rd								
15 Main Street	0.13	15000	F	97%	0%	2% 0% 19	% 0%	F	0.086	F	0.504	16000	F	2002
<u> </u>				To: From:		Gilliam St								
Bus 15 Main Street	0.30	13000	F	97%	0%	2% 0% 19	% 0%	F	0.083	F	0.582	14000	F	2002
15) Main Olicet	0.00	10000	•	7. 70	070		70 070		0.000	•	0.002	14000	•	2002
Bus				From:		Griffin Blvd								
15 Main Street	0.16	10000	F	97%	0%	2% 0% 19	% 0%	F	0.089	F	0.517	11000	F	2002
Bus				To: From:		Gross St								
15 Main Street	0.41	10000	F	97%	0%	2% 0% 19	% 0%	F	0.091	F	0.562	11000	F	2002
				To		Putney St								
Bus 15 Main Street	0.21	9500	F	97%	0%	2% 0% 19	% 0%	F	0.091	F	0.59	10000	F	2002
15 Main Street	0.21	9500	Г	97 70 To:	070	High Street	70 U70	Г 	0.091	г	0.59	10000	Г	2002
Bus				From:		Main Street								
15 High Street	0.07	3400	F	97%	0%	2% 0% 19	% 0%	F	0.092	F	0.567	3600	F	2002
Due .				To: From:		Venable Street								
Bus 15 High Street	0.29	3400	F	96%	1%	2% 1% 19	% 0%	F	0.085	F	0.514	3600	F	2002
15)	0.20	0.00	•	To:	.,,	Oak Street	, , , ,		0.000	•	0.0	0000	•	
Bus				From:		High St								
15 Oak Street	0.28	5900	F	96%	1%	2% 1% 19	% 0%	F	0.092	F	0.547	6300	F	2002
Bus				To: From:		Third St Oak Street								
15 Third Street	1.29	11000	F	96%	1%	2% 1% 19	% 0%	F	0.092	F	0.533	12000	F	2002
\hookrightarrow				To		Industrial Park Rd								
Bus Third Street	0.04	7400	_	From:	Ω0/		0/ 00/		0.000	_	0.55	7900	F	2002
15 Third Street	0.94	7400	F	96%	0%	2% 1% 19 73-695, WCL Farmville	% 0%	F I	0.088	F	0.55	7800	Г	2002
odnie Ede I C						.5 0,5, WCL rainiville		<u> </u>						
Prince Edward County Bus				From:		73-695, WCL Farmville								
15	1.22	6800	Α	96%	0%	2% 1% 19	% 0%	Α	0.102	Α	0.627	6900	Α	2002
				To:		US 15								
Town of Farmville														
	0.40	40000	_	From:		High Street			0.440	_	0.500	44000	_	0000
45	0.10	10000	F	To:		701: 1.C:	-	Ì	0.112	F	0.506	11000	F	2002
				10.		Third St								

					PHILICE	e Edward Mainter	iance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Farmville				From:		m: 10:									
45 Main Street	0.40	9000	F			Third St				0.092	F	0.563	9600	F	2002
45 Main Street	0.18	7900	F	From:		River Rd		<u> </u>		0.086	F	0.552	8300	F	2002
				From:	201	Osbome Rd	201								
45 Main Street	0.73	5900	F	95% To:	0%	2% 1% NCL Farmville	2%	0%	С	0.088	F	0.566	6300	F	2002
Prince Edward County															
(133)	1.04	1900	F	92%	0%	W 73-692 2% 5%	1%	0%	F	0.077	F	0.699	1900	F	2002
	0.15	3300	F	From: 92%	0%	73-692 West of King 2% 5%	sville 1%	0%	F	0.08	F	0.533	3300	F	2002
133	0.13	3300	Г	92 /0 To:	0 /0	US 15 Kingsville		076	ı	0.00		0.555	3300	ı	2002
				From:		US 460									
(307)	2.83	4600	Α	88%	1%	2% 1%	8%	1%	Α	0.113	Α	0.657	4400	Α	2002
				To:		Nottoway County I									
360	2.23	5700	F	85%	1%	Charlotte County I	ine 9%	1%	F	0.081	F	0.5	5500	F	2002
				To: From:		55-701									
360	3.13	5100	F	85%	1%	2% 2%	9%	1%	F	0.074	F	0.558	5000	F	2002
~~~	0.26	E900	-	From:	1%	73-728 2% 2%	00/	10/		0.071	F	0.606	F700	г	2002
(360)	0.26	5800	F	85%	170	73-630	9%	1%	F	0.071		0.606	5700	F	2002
360	3.09	5500	F	85%	1%	2% 2%	9%	1%	F	0.075	F	0.605	5400	F	2002
360	5.56	4900	Α	From: 85%	1%	73-696 2% 2%	9%	1%	В	0.101	Α	0.673	4800	Α	2002
$\overline{}$				To-		Nottoway County I	ine								
<i>~</i> ~~				From:		Appomattox County								_	
(460)	1.07	6300	F	85%	1%	2% 1%	12%	0%	F	0.067	F	0.544	6200	F	2002
(400)	5.83	6800	F	From: 85%	1%	BUS US 460 2% 1%	12%	0%	F	0.073	F	0.599	6700	F	2002
(460)	0.00		•	To:	170	73-626	1270		'	0.070		0.000	0,00		2002
460	5.58	8700	F	85%	1%	2% 1%	12%	0%	F	0.076	F	0.653	8500	F	2002
	4.56	9200		From:	10/	US 15 West of Farm		10/	^	0.100	٨	0.556	7700	^	2002
(460) (15)	4.56	8200	Α	83%	1%	2% 1%	12%	1%	Α	0.109	Α	0.556	7700	Α	2002
(460)	2.75	8600	F	From: 85%	1%	US 15 South of Farm 2% 1%	nville 12%	0%	F	0.067	F	0.515	8400	F	2002
400			-	To:					-	0.00.	•	0.0.0	0.00	•	
(460)	4.28	12000	F	From: 85%	1%	US US 460 East of Fa 2% 1%	12%	0%	F	0.074	F	0.618	12000	F	2002
~~~				To: From:		SR 307 Rice									
(460)	4.44	6800	F	85%	1%	2% 1%	12%	0%	F	0.088	F	0.5	6600	F	2002
				To:		Nottoway County I	ine								
Town of Pamplin City Bus				From:		Appomattox County	Line	I							
(460)	0.21	1400	F	94%	0%	3% 1%	2%	0%	С	0.083	F	0.526	1400	F	2002
<u>~</u>				To		ECL Pamplin Ci	y	ļ							
Prince Edward County				From:		ECI Dominilio Ci	×7	-							
Bus (460)	1.43	1400	N	94%	0%	ECL Pamplin Cit	2%	0%	N	0.083	N	0.526	1400	N	2002
400				Tn·		US 460 East of Pan									
Bus				From:		US 460 S		1							
(460) (15)	0.24	5000	F	83%	1%	2% 1%	12%	1%	F	0.083	F	0.615	5000	F	2002
$\overline{\qquad}$				To:		RT 15 BUS & RT	15								

					1 111100	Lawara	Widiritori	unioc / t	icu							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			α	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County Bus Bus				From:		RT 15 B	BUS & RT	15	ī							
Bus Bus (460) (15)	1.22	6800	Α	96%	0%	2%	1%	1%	0%	Α	0.102	Α	0.627	6900	Α	2002
400 (0)				To-		7	73-695									
Town of Farmville																
Bus Bus Third Change	0.04	7400	_	From:		73-695, WC			00/	_	0.000	_	0.55	7000	_	2002
460 (15) Third Street	0.94	7400	F	96%	0%	2%	1%	1%	0%	F	0.088	F	0.55	7800	F	2002
Bus Bus				From:		INDUSTR	IAL PARI	K RD								
(460) (15) Third Street	1.29	11000	F	96%	1%	2%	1%	1%	0%	F	0.092	F	0.533	12000	F	2002
Bus				To: From:			15 BUS Oak St									
460 Third St	0.67	7300	F	92%	1%	5%	1%	1%	0%	F	0.094	F	0.629	7700	F	2002
400				To			fain St					-			-	
Bus				From:						_						
460 3rd St	0.17	8600	F	92%	1%	5%	1%	1%	0%	С	0.087	F	0.505	9100	F	2002
Bus				From:		Vit	rginia St									
(460) 3rd St	1.22	7300	F	92%	1%	5%	1%	1%	0%	F	0.092	F	0.549	7700	F	2002
				To:		Milr	nwood Rd									
Bus 2rd Ct	0.00	6900	_	From:	10/			10/	00/	_	0.005	_	0.500	7200	_	2002
(460) 3rd St	0.89	6800	F	92% To:	1%	5% FCL	1% Farmville	1%	0%	F	0.095	F	0.590	7200	F	2002
D: El 10 :				ı		LCL	Tarmvine									
Prince Edward County Bus				From:		ECL	Farmville									
(460)	0.49	7100	F	95%	0%	2%	1%	2%	0%	С	0.082	F	0.628	7100	F	2002
				To		U	JS 460									
				From:		Charlotte	e County L	ine								
691	0.10	130	N								NA			0	Ν	1997
137				To-		\$	SR 47									
\bigcirc				From:			60 WEST									
600	1.05	680	F	97%	0%	1%	1%	0%	0%	С	0.094	F	0.514	680	F	2002
				From:			160 EAST									
600	0.14	1300	F	96%	0%	2%	1%	1%	0%	С	0.094	F	0.623	1300	F	2002
				To: From:		7	73-619									
(600)	4.03	390	R								NA			NA		06/03/2002
				To-		7	73-617									
				From:		U	JS 460									
(601)	2.10	46	R	To:			72. 610		1		NA			NA		05/22/2002
							73-619									
	2.72	470	В	From:		ι	JS 460				NIA			NIA		06/02/2002
602	2.72	170	R	To:		7	73-617		1		NA			NA		06/03/2002
				From:												
603	0.10	20	R			L	JS 460				NA			NA		05/22/2002
603	0.10	20	1	To:		De	ead End				14/3			14/3		03/22/2002
				From:			73-671									
604)	2.73	590	F	97%	1%	2%	0%	0%	0%	F	0.107	F	0.626	590	F	2002
004)				To			66 WEST									
604	1.87	800	F	From: 97%	1%	2%	0%	0%	0%	C	0.111	F	0.655	810	F	2002
604)			-	To:	. , ,			3,0		1		-	2.000	5.0	-	
604	2.96	1300	F	97%	1%	2%	⁷³⁻⁶⁸⁶	0%	0%	F	0.098	F	0.668	1300	F	2002
604)	2.30	1300	•	91 70 To:	1 /0		73-665	J /0	J /0		0.030		0.000	1300		2002
				From:			73-696									
(605)	1.00	70	R			/	J-070				NA			NA		06/03/2002
(000)	1.00		••	Tar	-	1E 1 : 5	1 75'	D .								33.30. <u>2</u> 002
(COE)	0.99	30	R	From:	Dea	d End at Sa	ınay Kıver	Keservoi	Γ		NA			NA		06/03/2002
605)	0.99	30	ĸ	To:		7	73-613				INA			INA		00/03/2002
						/	5 015									

1.57 340 R						1 111100	Laward	Widirito	idi ioc 7 t	i Cu							
1.57 340 R	Route	Length	AADT	QA	4Tire	Bus					ιν.		QK		AAWDT	QW	Year
1.57 340 R	Prince Edward County				From:		,	73-613		1							
1.10 40 R	(605)	1.57	340	R	<u> </u>			5 015				NA			NA		06/03/2002
1.10 40 R					To		,	73-600									
					From:			/3-612		j							
	(606)	1.10	40	R								NA			NA		06/03/2002
Columbia Columbia					To: From:	Dea	d End at Sa	andy River	Reservoi	r							
Columbia Columbia	(606)	1.10	30	R								NA			NA		06/03/2002
	(606)	2.84	250	F		2%			0%	0%	С	0.089	F	0.6	250	F	2002
1.10		0.00	260	_		1%			2%	0%	C	0.107	F	0.577	260	E	2002
1.10	(607)	0.90	200	•	_	1 70			2 /0	0 70	C	0.107	'	0.511	200	'	2002
1.40 310 R							73-€	521 EAST									
1.40 310 R	(607)	1.10	460	F	92%	1%	4%	1%	2%	0%	F	0.092	F	0.588	470	F	2002
1.18					To: From:		,	/3-612									
1.18	(607)	1.40	310	R	_							NA			NA		06/03/2002
1.18																	
Columbia Columbia		4.40	600	_		00/			40/	00/	0	0.007	_	0.754	000	_	2002
Columbia Columbia	(608)	1.18	680	r	_	0%				0%	C	0.097	F	0.754	690	F	2002
1.00 90 R																	
1,00 90 R	(608)	2.68	330	R								NA			NA		05/22/2002
1.00 90 R					To:		Buckingh	am County	Line								
Total Tota	\sim				From:			73-627									
Total Tota	(609)	1.00	90	R								NA			NA		1999
1.90 260 R					From:		,	73-653									
1.90 260 R	(609)	2.70	80	R	. —							NA			NA		1999
1.90 260 R										-							
	609)	1.90	260	R			75 02	.o rvoiciri				NA			NA		1999
MA					To:		,	73-625									
610 1.25 40 R NA NA 06/03/2002 610 0.35 70 R NA NA 1999 611 2.10 48 R 1.25 MN 73-612 NA NA NA 1999 612 1.36 200 R 1.25 MN 73-612 NA NA NA 1999 613 1.60 90 R 1.25 MN 73-612 NA NA NA 1999 1.25 MN 73-613 NA NA NA 1999 1.26 NA NA NA 1999 1.27 NA NA NA 1999 1.28 NA NA NA 1999 1.29 NA NA NA 1999 1.20 NA NA NA 1999 1.20 NA NA NA 1999	609	0.60	120	R	From:			3-023				NA			NA		1999
610 1.25 40 R NA NA 06/03/2002 610 0.35 70 R NA NA 1999 611 2.10 48 R NA NA 06/03/2002 612 1.36 200 R NA NA NA 1999 613 1.60 90 R NA NA NA 1999 NA NA NA 06/03/2002 NA NA NA 1999	000				To:		Buckingh	am County	Line								
1.25 MN 73-612					From:		,	73-612									
610 0.35 70 R Tel 73-606 NA NA 1999 NA NA 1999 NA NA 1999 NA NA 1999 NA NA 1999 NA NA 1999 NA NA 1999 NA NA NA 06/03/2002 NA NA 1999	(610)	1.25	40	R								NA			NA		06/03/2002
610 0.35 70 R To 73-606 To 73-613 NA NA 1999					To: From:		1.25	MN 73-61	2								
611 2.10 48 R To T3-612 NA NA 06/03/2002 612 1.36 200 R To T3-696 SOUTH NA NA 1999 613 1.60 90 R NA NA NA 1999 From 73-696 NORTH ON T3-696 NORTH NA NA 1999 From 73-696 NORTH NA NA 1999 From 73-613 EAST NA NA NA 1999 From 73-613 EAST NA NA NA 1999	(610)	0.35	70	R	110							NA			NA		1999
611 2.10 48 R NA NA 06/03/2002 1.36 200 R	<u> </u>				To:			73-606									
612) 1.36 200 R	$\widehat{}$				From:			/3-613									
612) 1.36 200 R	(611)	2.10	48	R	. —							NA			NA		06/03/2002
612 1.36 200 R NA NA 1999 To																	
612 1.65 330 F 96% 1% 2% 0% 1% 0% C 0.091 F 0.546 340 F 2002 Columbia		4.00		_	From:			/3-628									4000
612 1.65 330 F 96% 1% 2% 0% 1% 0% C 0.091 F 0.546 340 F 2002 Columbia	(612)	1.36	200	R	To:		72 60	06 SOLITE	ī			NA			NA		1999
612 2.26 240 F 96% 1% 2% 0% 1% 0% F 0.095 F 0.654 240 F 2002 612 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002 613 1.60 90 R NA NA 1999																	
612 2.26 240 F 96% 1% 2% 0% 1% 0% F 0.095 F 0.654 240 F 2002 612 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002 613 1.60 90 R NA NA 1999	(612)	1.65	330	F	96%	1%	2%	0%	1%	0%	С	0.091	F	0.546	340	F	2002
612 2.26 240 F 96% 1% 2% 0% 1% 0% F 0.095 F 0.654 240 F 2002 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002					To:		73-6	513 EAST									
612) 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002 From: US 360 NA NA 1999	(612)	2.26	240	F		1%			1%	0%	F	0.095	F	0.654	240	F	2002
612 1.54 300 F 96% 1% 2% 0% 1% 0% F 0.1 F 0.727 310 F 2002 Tr					To:		,	73-641									
From US 360 NA NA 1999	(612)	1.54	300	F		1%			1%	0%	F	0.1	F	0.727	310	F	2002
(613) 1.60 90 R NA NA 1999																	
(613) 1.60 90 R NA NA 1999					From:		Ţ	JS 360									
To: 73-629 SOUTH	(613)	1.60	90	R		-						NA			NA		1999
					To:		73-62	29 SOUTH	I								

					1 11110	e Euwaru ivia									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			()(Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-629 S	ЛІТН		+						
613)	3.08	90	R	<u></u>					_	NA			NA		1999
				To: From:		73-612 I 73-612 V	AST								
613)	1.50	60	R	<u> </u>		73-012 V	/ESI		_	NA			NA		06/03/2002
				To: From:		73-6	1		1—						
613	1.30	160	R							NA			NA		06/03/2002
				From:		73-6)6]—						
613)	1.70	230	R	To:		73-6)5		7	NA			NA		1999
				From:		Dead 1			1						
614)	0.60	20	R	<u> </u>		Bedd	and .		_	NA			NA		06/03/2002
				To:		73-69)6								
\bigcirc	0.05			From:		Dead 1	End								05/00/000
615)	0.65	80	R	To:		73-6:	57		7	NA			NA		05/20/2002
				From:		US 4			1						
616)	0.50	520	R	<u> </u>					_	NA			NA		1999
				To:		Nottoway Co	unty Line								
\bigcirc	0.70	222		From:		US 4	50			NIA			NIA		4000
617)	2.79	230	R						_	NA			NA		1999
	1.49	310	F	From: 95%	1%	SR 3	07 0% 29	6 0%		0.091	F	0.633	310	F	2002
617)	1.43	310	•	33 70 To:	1 70			0 070	¬ ~	0.031	•	0.033	310	'	2002
617)	0.18	250	R	From:		73-6	10			NA			NA		1999
011)				To:		73-6	20		1						
				From:		73-6	9								
618	0.40	90	R	To:		4 1: C			_	NA			NA		1999
				From:		Amelia Cou			<u> </u>						
619	3.80	740	F	96%	1%		0% 19	6 0%	_ c	0.088	F	0.578	740	F	2002
				To: From:		73-620 S			1 —						
619	3.20	190	R	From:					_	NA			NA		1999
				To:		Amelia Cou									
	0.80	60	В	From:		Dead 1	End			NΙΔ			NΙΔ		06/03/2002
(620)	0.00	60	R	To:		73-619 N	ORTH		1	NA			NA		00/03/2002
\bigcirc				From:		73-619 S			_						
620	3.14	70	R	To:	N	lottoway County	I ing: 73.6	17	7	NA			NA		1999
				From:	1	US 3		17							
(621)	1.12	140	R	<u> </u>		033	<i>10</i>		_	NA			NA		1999
				To:		73-6	29		—						
621)	1.20	45	R	From:					_	NA			NA		06/03/2002
				To: From:		73-6	¥1		_						
621)	1.00	60	R							NA			NA		1999
				To:		73-607 V		,							
621)	0.20	350	F	94% To:	0%	3% Yottoway Co	1% 19	<u>6 0%</u>	¬ ^C	0.091	F	0.667	350	F	2002
				From:		Nottoway Co			-						
622)	0.80	190	R	L		ronoway CC	umy Lille			NA			NA		1999
				To:		US 3	50								
\bigcirc				From:		73-69)6								
623	3.40	110	R	To:		72.7	12		7	NA			NA		1999
				10.		73-7	د.								

					1 IIIIC	Euwaru i										
Route	Length	AADT	QA	4Tire	Bus	2Axle :				ίνι,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73	-713		1							
623	0.45	30	R						'		NA			NA		06/03/2002
				To-			nd End									
624)	0.60	70	R	From:		Lunenburg	County I	Line			NA			NA		06/03/2002
624)				To:		73	-628									
624)	1.40	90	R	From:							NA			NA		1999
				To:			-623									
(025)	0.50	80	R	From:		Appomatto	x County	Line			NA			NA		05/22/2002
625	0.00			To:		73	i-672		1		1471			147.		00/22/2002
625)	2.40	70	R	From:		73	1-072				NA			NA		05/22/2002
				To: From:		2.40 M	E 73-672		ŀ							
625)	0.10	90	R								NA			NA		05/22/2002
				To: From:			-609									
626)	3.34	400	F	96%	0%	2%	1%	1%	0%	F	0.11	F	0.677	400	F	2002
020				To:			-650		1							
626	1.98	1000	F	96%	0%	2%	1%	1%	0%	С	0.086	F	0.624	1000	F	2002
				From:			-655									
626	0.10	700	F	96%	0%	2%	1%	1%	0%	F	0.087	F	0.569	700	F	2002
	2.56	660	F	From: 96%	0%	2%	5 460 1%	1%	0%	F	0.09	F	0.559	670	F	2002
626)	2.50	000	г	90 70	070				0%	Г	0.09	Г	0.559	070	г	2002
626	1.84	240	F	From: 96%	0%	2%	NORTH 1%	1%	0%	F	0.109	F	0.632	240	F	2002
020				To:		Appomatto										
\bigcirc				From:		US	S 460									
627)	0.70	230	R								NA			NA		1999
627)	1.60	160	R	From:		73	-609		ļ		NA			NA		1999
021)	1.00			To:		Appomatto	x County	Line								1000
				From:		73	-624									
628	2.70	60	R	To:		72.662	SOUTH				NA			NA		1999
				From:			NORTH									
(628)	0.85	200	R								NA			NA		05/22/2002
	0.45	400		From:		0.85 M	N 73-662				NIA			NIA		4000
628)	0.15	100	R	т		***	3.260				NA			NA		1999
(628)	0.10	190	R	From:		US	5 360				NA			NA		1999
020				To:		73	-724									
628)	2.30	90	R	From:		,,,	721				NA			NA		05/22/2002
				To: From:			2 EAST 2 WEST									
628)	2.16	80	R	<u> </u>		75-05.	Z WEST				NA			NA		1999
				To:		2.16 M	N 73-632									
628)	2.79	60	R	110111.							NA			NA		06/03/2002
		46.5		To: From:		73	-716									00/05/22
628	0.65	120	R								NA			NA		06/03/2002
	2.10	170	R	From:		73	-612				NA			NA		06/03/2002
(628)	2.10			To			SOUTH		1		11/7			11/7		
	1.05	720	Ь	From:	_		NORTH				NIA			NIA		1000
628	1.95	730	R	To:		II	S 15				NA			NA		1999

					THIC	Lawaic	ıvıanıen	ance A	ICa							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:			US 15		1							
628)	1.60	650	R	_							NA			NA		1999
628	0.80	480	F	From: 98%	0%	1%	73-642 0%	0%	0%	F	0.123	F	0.516	480	F	2002
				From:			ARMVILL	E								
629	1.75	50	R	- T.O.			73-632				NA			NA		06/03/2002
	2.27	60	R	From:		73-6	96 NORTH 96 SOUTH				NA			NA		1999
629				To: From:			13 SOUTH 13 NORTH									
629	1.58	70	R	To:							NA			NA		1999
				1			73-621									
630	1.94	460	F	95%	0%	3%	73-662 0%	2%	0%	С	0.109	F	0.558	470	F	2002
	0.25	520	R	From:		US	360 EAST				NA			NA		1999
(630)	0.20	320		To:			73-728				INA			TVA		1000
(630) (630)	0.18	490	R	From:			75 720				NA			NA		1999
	1.33	300	F	From: 95%	0%	US 3 2%	360 WEST 0%	2%	0%	С	0.121	F	0.6	300	F	2002
630	1.55	300		To:	0 70		32 NORTH		0 /6		0.121		0.0	300	ı	
630	4.05	560	F	98%	0%	2%	0%	1%	0%	С	0.088	F	0.596	560	F	2002
630	0.07	480	F	From: 95%	0%	2%	73-732 0%	2%	0%	F	0.081	F	0.663	490	F	2002
				To: From:			47 SOUTH									
630	2.02	450	F	95% To:	0%	2% US 1	0% I5 SOUTH	2%	0%	F	0.085	F	0.718	450	F	2002
630	0.99	240	R	From:			5 NORTH				NA			NA		1999
				To: From:			73-702									
630	0.97	330	R								NA			NA		1999
(630)	0.18	320	R	From:			73-754				NA			NA		1999
(20)	1.38	570	R	From:		,	73-711				NA			NA		1999
630	1.00		• • • • • • • • • • • • • • • • • • • •	To			73-665				147 (147 (1000
630	0.73	740	F	97%	0%	1%	1%	1%	0%	С	0.106	F	0.586	750	F	2002
630	4.13	340	R	From:		73-6	28 SOUTH		-		NA			NA		1999
	0.22	160	R	To: From:		Ţ	US 460				NA			NA		1999
630)	0.22	100	K	To:		D	ead End				INA			INA		1999
\bigcirc	0.05			From:		,	73-604									05/00/0000
631)	0.25	49	R	To:		D	ead End			_	NA	_		NA		05/20/2002
\bigcirc	0.00	440		From:			73-633				A14					05/00/000
632	3.80	110	R	To		73-6	30 SOUTH				NA			NA		05/22/2002
	1.80	140	R	From:			30 NORTH				NA			NA		1999
632)	1.00	140	Λ	To:		73-6	528 WEST				INA			INA		1999
632	0.50	90	R	From:							NA			NA		1999
				To:		73-0	528 EAST									

					Prince	Edward Mainter		rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:											
632	0.60	60	R	110111.		73-628 EAST				NA			NA		05/22/200
				To: From:		73-629									
632	1.20	48	R							NA			NA		05/22/2002
	0.30	60	R	From:		73-749				NA			NA		1999
632	0.50			То:		73-696				14/-3			IVA		1000
\bigcirc				From:		US 360									
633	0.70	690	R							NA			NA		05/22/2002
633	4.88	240	R	From:		73-634				NA			NA		05/22/2002
(033)	1.00			То:		US 15									00/22/200
\bigcirc				From:		US 15									
634)	2.00	310	R							NA			NA		05/22/2002
634)	1.95	190	R	From:		73-721				NA			NA		05/22/2002
(634)	1.00	100		To:		73-633				117.			147.		OOILLILOO
				From:		73-654									
635	0.40	60	R							NA			NA		1999
(25)	0.40	10	R	From:		0.40 MN 73-65	4			NA			NA		05/22/2002
635	0.40			To:		Dead End				1171			147.		OOFEEFEOOR
				From:		73-696									
636	1.28	230	F	94%	0%	2% 2%	2%	0%	F	0.119	F	0.672	240	F	2002
	0.85	120	R	From:		73-637		ŀ		NA			NA		05/22/2002
636)	0.00	120		To:		73-740		1		14/-3			IVA		00/22/2002
636	2.55	180	F	94%	0%	2% 2%	2%	0%	С	0.098	F	0.5	180	F	2002
				To: From:		US 460									
636	0.31	50	R	To:		D 1F 1		1		NA			NA		05/22/2002
				From:		Dead End 73-628									
(637)	1.89	220	F	98%	0%	2% 0%	0%	0%	С	0.105	F	0.741	220	F	2002
				To:		73-636									
620	1.23	370	F	From: 98%	0%	ECL Farmville 2% 0%	0%	0%	С	0.107	F	0.595	370	F	2002
638)			-	To: From:		73-748					•			•	
638)	0.50	50	R	From:		75 7 10				NA			NA		1999
				To:		Dead End									
639	1.60	70	R	From:		73-660				NA			NA		1999
(039)				To:		73-658 SOUTH									
639	2.50	210	R	From:		73-658 NORTH	<u> </u>			NA			NA		1999
(039)				То:		73-657									
\bigcirc				From:		73-696									0=1001000
640)	1.79	110	R	To:		US 460				NA			NA		05/22/2002
				From:		73-621									
641)	1.40	60	R		,					NA			NA		1999
				To:		73-612									
642)	0.69	800	R			73-643				NA			NA		06/03/2002
				To-		73-628									

						Euwaru Man									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck xle 1Trai	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-658									
643)	2.40	1100	F	97%	0%	2% 0%	6 0%	0%	F	0.109	F	0.576	1100	F	2002
643)	0.67	1000	F	From: 97%	0%	73-642 2% 0%	6 0%	0%	F	0.096	F	0.573	1000	F	2002
643)	1.23	1200	F	From: 97%	0%	73-644 2% 0%		0%	С	0.092	F	0.578	1200	F	2002
<u>•••</u>				To:		SCL Farm									
644	0.90	340	R	From:		73-643				NA			NA		06/03/2002
644)	0.00			То:		Dead Er	d								
\bigcirc	0.00	40	_	From:		73-695									05/00/000
645)	0.30	48	R						1	NA			NA		05/22/2002
645)	1.00	200	R	From:		US 460				NA			NA		1999
645)				To:		Dead Er	d								
\bigcirc				From:		US 15									1000
646)	0.90	160	R	To:		Dead En	d		1	NA			NA		1999
				From:		US 15									
647)	0.52	60	R					•	ı	NA			NA		1999
				From:		0.52 ME U	S 15								
647)	1.18	80	R	To:		73-630 SOI	ITH		Ì	NA			NA		05/22/2002
				From:		73-630 M									
647)	0.25	70	R						ī	NA			NA		05/22/2002
	3.45	46	R	From:		73-715				NA			NA		05/22/2002
647)	3.43	40	ĸ	To:		73-630 NO	RTH			NA			NA		05/22/2002
				From:		73-643									
648	2.00	450	R							NA			NA		1999
				To: From:		2.00 MN 73	-643								
648)	1.39	280	R						Ī	NA			NA		1999
(648)	1.50	200	R	From:		73-649				NA			NA		1999
648)	1.00			To:		73-695				1471			147.		1000
				From:		US 460									
(649)	0.40	330	R							NA			NA		1999
	1.00	190	R	From:		73-727				NA			NA		1999
(649)	1.00	130	1	To:		1.00 ME 72	727			INA			INA		1999
649	0.60	180	R	From:		1.00 ME 73	-121			NA			NA		1999
				To: From:		1.60 ME 73	-727								
649	0.70	110	R							NA			NA		1999
				To:		73-648									
(650)	4.10	80	R	From:		73-626				NA			NA		05/20/2002
050)				To:		73-658									
				From:		73-609									
(651)	0.60	70	R						Ī	NA			NA		1999
	2.00	20	Р	From:		73-690				NA			NA		05/22/2002
(651)	3.00	30	R	To:		2.003.55	(00	1	1	NA			NA		05/22/2002
(651)	0.02	30	R	From:		3.00 ME 73	-090			NA			NA		05/22/2002
				To:		73-608									

					Prince	e Edward M			ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-			2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		US 4	160		ĺ							
(652)	5.46	150	R			0.5	100				NA			NA		05/22/2002
				To-		73-6	526									
\bigcirc	0.00	20	_	From:		73-6	509				NIA			NIA		05/00/0000
(653)	0.90	20	R	To:		Dead	End		1		NA			NA		05/22/2002
				From:		73-7										
654	2.00	330	R								NA			NA		05/22/2002
				To: From:		73-6	552									
654	0.30	250	R								NA			NA		1999
	4.00			From:	00/	US		00/	00/		0.004		0.50	540		2222
654	1.80	530	F	93% To:	0%	3% US 3		3%	0%	С	0.094	F	0.56	540	F	2002
				From:		US 4										
(655)	0.23	330	R	<u> </u>		03-	+00				NA			NA		05/20/2002
				To:		73-6	526									
$\overline{}$				From:		US 4	160									
656	1.30	60	R	To:		Dead	End		1		NA			NA		05/22/2002
				From:		US 4										
657)	3.98	240	R	<u> </u>		03-	+00				NA			NA		1999
				To: From:		73-7	733									
(657)	0.25	160	R	From:							NA			NA		1999
				To: From:		73-7	775		-							
657	0.05	60	R	110111							NA			NA		1999
				From:		0.05 ME	73-775									
657	0.32	90	R	To:		ъ. т	P 1				NA			NA		05/20/2002
				From:		Dead										
658	1.16	70	R	r toin.		Dead	End				NA			NA		05/22/2002
(658)				To		FR-6	546									
(658)	0.11	70	R	From:			,,,,				NA			NA		05/22/2002
				To: From:		US 4	160									
658)	2.60	220	F	98%	0%	1%	1%	0%	0%	С	0.114	F	0.5	220	F	2002
				To: From:		73-639 N	ORTH									
658)	2.00	290	F	94%	0%	3%	1%	1%	0%	F	0.105	F	0.585	290	F	2002
<u> </u>				From:		73-6										
658)	3.30	300	F	94%	0%	3%	1%	1%	0%	F	0.113	F	0.636	300	F	2002
	4.50	400		From:	00/	73-7		40/	00/	•	0.005		0.000	400		2002
658	4.56	460	F	94% To:	0%	3% 73-6		1%	0%	С	0.095	F	0.638	460	F	2002
				From:		Dead			1							
659	0.19	70	R	l .		Deud	Liid				NA			NA		05/20/2002
				To: From:		73-6	664									
659	2.90	50	R								NA			NA		05/20/2002
				To-		73-6										
<u></u>	3.70	110	R	From:		73-6	665				NA			NA		05/20/2002
660	5.70	110	11	To:		50.1	.00				INA			INA		JJ12012002
(660)	2.90	260	R	From:		73-6	98		ļ		NA			NA		05/20/2002
000	2.00			To:		US 4	160				,.					30.20.2002
				From:		73-6	663					·				
661)	2.20	60	R	_T —							NA			NA		05/20/2002
				To:		73-6	60									

					FIIIC	E Luwaru Mairile	ilalice A	ica							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-630									
(662)	1.50	340	F	93%	0%	4% 0%	3%	0%	F	0.125	F	0.641	340	F	2002
662				To: From:		73-766									
662	0.58	320	F	93%	0%	4% 0%	3%	0%	С	0.105	F	0.636	320	F	2002
662				To:		US 360									
				From:		73-671									
663	4.30	90	R	-						NA			NA		05/20/20
				To:		SR 47									
				From:		19-671									
664	3.62	160	R							NA			NA		05/20/200
				To: From:		73-665		<u> </u>							
664)	3.00	180	R	110111.						NA			NA		05/20/20
\cup				To:		73-658									
				From:		73-671									
665	2.72	620	F	98%	0%	1% 0%	0%	0%	С	0.083	F	0.518	620	F	2002
				To:		73-664									
665	5.00	510	F	92%	0%	2% 5%	1%	0%	F	0.133	F	0.701	520	F	2002
				To:		73-700									
665)	3.25	700	F	92%	0%	2% 5%	1%	0%	F	0.115	F	0.717	700	F	2002
(003)	0.20		-	Tai			.,,		•	00	•	•		•	
	0.68	2100	F	From: 92%	0%	73-604 2% 5%	1%	0%	С	0.109	F	0.643	2100	F	2002
665	0.00	2100	-	92 /0	0 70		1 /0	0 70	C	0.109	•	0.043	2100		2002
	0.00	050		From:	00/	73-1003	40/	- 00/		0.000		0.570	050		0000
665	0.86	850	F	92%	0%	2% 5%	1%	0%	F	0.096	F	0.576	850	F	2002
				From:		US 15									
665	2.32	370	F	97%	0%	2% 0%	1%	0%	С	0.11	F	0.619	370	F	2002
				To:		73-630									
			_	From:		73-671									0=1001001
666	4.60	70	R	To:		72 COAFACT				NA			NA		05/20/200
				From:		73-604 EAST 73-604 WEST									
(666)	3.90	100	R	<u> </u>		75 001 11 ES	·			NA			NA		05/20/20
000)				To:		73-665									
				From:		19-671		1							
(667)	5.50	100	R							NA			NA		05/20/200
				To:		73-665									
				From:		73-664									
(668)	2.60	40	R							NA			NA		05/20/200
				To:		73-682									
668	0.30	60	R	From:				•		NA			NA		05/20/200
				To:		73-667									
				From:		73-670									
669	1.10	100	R	-						NA			NA		05/20/200
				To		73-644									
				From:		Charlotte County	Line								
670	3.07	80	R							NA			NA		05/20/200
				To:		73-655									
				From:		SR 47									
671)	2.78	340	F	90%	1%	4% 1%	4%	0%	С	0.109	F	0.526	340	F	2002
				To: From:		73-665		 -							
671)	3.40	480	F	96%	0%	2% 1%	1%	0%	F	0.082	F	0.663	490	F	2002
				To:		73-666									
671)	3.03	480	F	From: 96%	0%	2% 1%	1%	0%	С	0.096	F	0.571	480	F	2002
0,1	0.00		-	To	- 70	US 15	. 70		-	2.000	•	'	.50	•	
						03 13									

					Prince Edward Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	(.)K	AAWDT	QW Year
Prince Edward County				From:	73-625				
(672)	0.40	40	R			NA		NA	05/22/200
				To-	Appomattox County Line				
\bigcirc	0.40	40	_	From:	US 360	NIA		NIA	00/02/200
673	0.10	40	R	To:	Dead End	NA		NA	06/03/200
				From:	Dead End				
675)	0.75	20	R		Bedd Life	NA		NA	1999
				To	FR-795				
675	0.82	220	R	From:		NA		NA	1999
				To:	73-695				
$\overline{}$				From:	Dead End				
677)	0.70	50	R	To:	73-608	NA		NA	05/20/200
				From:					
678)	0.45	120	R	r toin.	Dead End	NA		NA	05/22/200
076)	0.10	0		To:	73-695	101		177	00/22/200
				From:	US 360				
679	0.34	130	R			NA		NA	06/03/200
				To: From:	0.35 MN US 360				
679	0.06	30	R			NA		NA	06/03/200
				To:	Dead End				
\bigcirc	0.00	20		From:	73-626	NIA		NIA	05/00/000
680	0.33	20	R	To:	Dead End	NA		NA	05/20/200
				From:	73-671				
681)	0.47	40	R		13-0/1	NA		NA	05/20/200
<u></u>				To:	Dead End				
				From:	73-671				
682	2.10	50	R	. —		NA		NA	05/20/200
				To:	73-668				
200	0.70	130	R	From:	US 15 WEST	NA		NA	1999
683	0.70	150	- 1	To:	US 15 EAST	IVA		14/3	1000
				From:	73-751				
685)	0.98	140	R			NA		NA	05/20/200
				To:	73-655				
\bigcirc			_	From:	73-666				
686	3.25	160	R	To:	73-604	NA		NA	05/20/200
				From:	Dead End				
687	0.12	60	R	<u> </u>	Dead End	NA		NA	1999
001)				To:	73-626				
				From:	73-619				
688	1.45	100	R			NA		NA	05/03/200
				To-	Dead End				
200	1.00	6	R	From:	73-613	NA		NA	06/03/200
689	1.00	J	Λ.	To:	Dead End	INA		IN/A	00/03/200
				From:	73-652				
690	1.30	40	R	<u> </u>		NA		NA	05/22/200
				To:	73-651				
\sim				From:	73-665				
691)	1.18	60	R	To:	P 1E 1	NA		NA	05/22/200
				10.	Dead End				

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		7	3-665		1							
692)	0.36	2200	F	96%	0%	2%	1%	1%	0%	F	0.084	F	0.639	2200	F	2002
692	1.52	1400	F	96% To:	0%	2%	3 SOUTH 1% 3 NORTH	1%	0%	С	0.086	F	0.512	1400	F	2002
				From:												
693)	1.00	20	R				ad End				NA			NA		05/20/2002
693)	0.60	60	R	From:			E Dead En	ıd	 		NA			NA		05/20/2002
				From:												
694)	1.00	120	R	To:			S 360				NA			NA		06/03/2002
				From:			60 EAST									
695)	2.39	790	F	93% To:	1%	4%	2% 3-768	1%	0%	С	0.099	F	0.655	800	F	2002
				From:	Ţ	JS 15 BUS		minus								
695)	1.38	1100	R	. —							NA			NA		1999
				To:	U	IS 15 BUS;		mville								
696)	2.29	560	F	95%	0%	2%	S 360 1%	1%	0%	F	0.088	F	0.748	560	F	2002
696)	3.12	610	F	From: 95%	0%	73-62 ²	9 NORTH 1%	1%	0%	F	0.109	F	0.733	610	F	2002
				To- From:		73-61	2 SOUTH									
696)	1.82	970	F	95%	0%	2%	1% 3-636	1%	0%	С	0.105	F	0.67	980	F	2002
696)	1.02	960	F	95%	0%	2%	1%	1%	0%	F	0.095	F	0.682	960	F	2002
				To: From:			3-605									
696)	2.87	1100	F	92% To:	0%	5%	1% S 460	1%	0%	С	0.099	F	0.659	1200	F	2002
				From:			ad End									
697)	0.13	40	R	T							NA			NA		06/03/2002
(697)	0.50	70	R	From:			3-707				NA			NA		06/03/2002
(097)	0.00			To:		7	3-621									00/00/2002
				From:		7	3-663									
(698)	1.45	70	R	т			•				NA			NA		05/20/2002
				To: From:			3-660									
(600)	1.80	40	R	riom.		- 7.	3-667				NA			NA		05/20/2002
699	1.00			To:		7	3-666									00/20/2002
				From:		7	3-665									
(700)	1.50	90	R								NA			NA		05/20/2002
				To:			3-658									
	2.10	20	R	From:		7	3-666				NA			NA		05/20/2002
701)	2.10	20	K	To:		2.10 N	ИЕ 73-666				INA			INA		03/20/2002
\bigcirc				From:		Dead End										
701	1.35	100	R	To:		Ť	IC 15		1		NA			NA		05/20/2002
-				From:			JS 15		<u> </u>							
702)	1.30	40	R	To:			3-630 ad End				NA			NA		05/22/2002
				From:					<u> </u>							
(703)	0.60	50	R	"		ECL I	PAMPLIN				NA			NA		05/20/2002
				To:		US	160 BUS									

					1 Timee Eawara Maintenance / trea					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:	73-701	1				
704)	0.05	240	R		/3-/01	NA		NA		05/22/200
				To-	US 360					
				From:	73-604					
705)	0.20	80	R			NA		NA		05/20/200
				To: From:	73-710					
705)	1.30	50	R			NA		NA		05/20/200
				To: From:	Dead End					
700	1.10	60	R	From:	73-604	NA NA		NA		05/20/200
706	1.10	00		To:	Dead End]		147.		00/20/200
				From:	Dead End					
707)	0.28	40	R			NA		NA		06/03/200
				To-	73-697					
\bigcirc			_	From:	73-626					
708)	0.50	120	R	To:	73-652	NA I		NA		05/22/200
				From:		<u> </u> 				
709	0.35	10	R		Dead End	NA NA		NA		05/20/200
709)		_		To:	73-665					
				From:	Dead End					
710	0.40	10	R			NA		NA		05/20/200
				To:	73-705					
\frown	0.45	00	_	From:	73-630) NA		NIA		05/00/00
711)	0.15	90	R	To-	Dead End	NA I		NA		05/22/200
				From:	Dead End					
712	0.40	30	R		Dead Lind	NA		NA		05/20/200
				To:	73-604					
				From:	73-623					
713)	1.55	40	R	To:		NA		NA		06/03/200
					73-714					
714)	1.40	50	R	From:	73-713	NA		NA		06/03/200
714)	1.10	•	•••	To:	Nottoway County Line]				00,00,20
				From:	Dead End					
715)	0.45	10	R			NA		NA		05/22/200
				To:	73-647					
\bigcirc	0.00	20	_	From:	Dead End			NIA		00/00/00/
716	0.60	30	R	To-	73-628	NA I		NA		06/03/200
				From:	73-609					
717)	0.45	5	R	<u> </u>	13 003	NA		NA		05/22/200
				To:	Dead End					
				From:	Lunenburg County Line					
718)	0.03	220	R		779.250	NA		NA		05/22/200
				To:	US 360					
710	0.61	40	R	From:	SR 47	NA NA		NA		05/20/200
719	0.01	70	11	To:	Dead End]		11/7		30,20,20
				From:	73-626					
720	0.65	120	R			NA		NA		05/20/200
				To:	Dead End					
	_		_	From:	Dead End					
721)	0.75	40	R	To-	73-634	NA I		NA		05/22/200
					/3-034					

					FIIICE	e Edward Maintei	nance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		Dead End									
(722)	0.50	80	R							NA			NA		06/05/2002
\bigcup				To:		WCL Farmville	e								
\bigcirc	0.00		_	From:		73-665				NIA			NIA		05/00/000
723	0.90	20	R	To:		Dead End				NA			NA		05/22/200
				From:		73-628									
(724)	0.25	30	R			75 020			ļ	NA			NA		05/22/200
				To:		Dead End									
\bigcirc			_	From:		Dead End									
725	0.40	50	R	To:		US 15				NA			NA		05/20/200
				From:		73-619									
726	1.10	30	R	<u> </u>		73-019				NA			NA		06/03/200
				То:		Dead End									
				From:		Dead End									
727)	0.60	60	R	To:		72.640			İ	NA			NA		05/22/200
				From:		73-649	3								
729	0.43	620	R	F10111		US 360 WEST				NA			NA		1999
728)				To:		73-630									
728)	0.30	600	R	From:		73-030				NA			NA		1999
				To:		US 360 EAST	,								
<u> </u>				From:		US 360									
729	0.10	30	R					1	1	NA			NA		05/22/200
				To: From:		Dead End									
720	0.35	40	R	rioiii.		73-604				NA			NA		05/20/200
730	0.00			To:		Dead End									00/20/200
				From-		SR 307									
731)	0.55	47	R						· 1	NA			NA		06/03/200
				To:		Dead End									
	0.60	90		From:		73-630				NIA			NIA		05/22/200
732	0.60	80	R	To:		Dead End				NA			NA		05/22/200
				From:		Dead End									
733	0.80	50	R	<u> </u>					l	NA			NA		05/20/200
				To:		73-657									
\bigcirc	0.70		_	From:		Dead End									05/00/000
734	0.70	20	R	To		73-660				NA			NA		05/20/200
				From:		US 460									
(735)	0.16	110	F	98%	0%	0% 1%	1%	0%	С	0.117	F	0.563	110	F	2002
				To- From:		73-600									
(735)	0.34	170	F	91%	3%	2% 4%	1%	0%	F	0.104	F	0.6	170	F	2002
				To:	_	US 460									
\bigcirc	2.22		_	From:		US 460 SOUT	Н								00/05/00=
(736)	0.80	90	R	To:		US 460 NORT	Н		1	NA			NA		06/05/200
				From:		Dead End									
(737)	0.80	50	R			Dead Elid				NA			NA		05/22/200
		-		То:		73-633									
				From:		73-626									
738)	0.40	30	R					1	Ì	NA			NA		05/20/2002
				To:		Dead End									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Houl	()K	AAWDT QV	V Year
Prince Edward County				From:					
720	0.60	80	R	Piolii.	73-608	l NA		NA	1999
739	0.00	•		To-	Dead End				1000
				From:	73-636				
740	0.80	30	R			NA		NA	05/22/2002
				To:	Dead End				
\bigcirc	0.30	40	R	From:	Dead End	l NA		NA	05/22/2002
742	0.30	40	ĸ	To:	73-630	INA 		INA	05/22/2002
_				From:	Dead End				
743	0.26	710	R			NA		NA	1999
<u> </u>				To:	SCL Farmville				
\bigcirc				From:	US 15				
744)	1.55	30	R	To:	D 15 1	NA I		NA	05/20/2002
				From:	Dead End				
745	0.67	70	R	From:	SR 307	l NA		NA	05/22/2002
745)	0.07	70	1	To:	Dead End			IVA	03/22/2002
				From:	73-652				
746	0.86	70	R			NA		NA	1999
				To-	Cul-de-Sac				
\bigcirc				From:	73-654				
747)	0.21	20	R	To:	D1F-1	NA I		NA	05/22/2002
				From:	Dead End				
740	0.23	50	R	From:	73-638	l NA		NA	06/03/2002
(748)	0.20	00		To:	Dead End			101	00/00/2002
				From:	Dead End				
749	0.40	30	R			NA		NA	05/22/2002
				To:	73-632				
\bigcirc				From:	73-654				
750	0.52	40	R	To:	Dead End	NA I		NA	1999
				From:	73-657				
(751)	2.20	80	R		/3-03/	l NA		NA	05/20/2002
(731)				To:	73-685				
(751)	0.02	150	R	From:	/3-083	NA		NA	1999
(/31)	0.02			To:	US 460				
				From:	73-633				
752	0.28	40	R			NA		NA	05/22/2002
				To-	Dead End				
	0.40		_	From:	CL Farmville				00/05/000
753)	0.13	320	R	To:	Dead End	NA I		NA	06/05/2002
				From:	Dead End				
754)	0.25	70	R	<u> </u>	Dead End	l NA		NA	05/22/2002
(04)				То:	73-630				
				From:	73-720				
755)	0.55	50	R			NA		NA	05/20/2002
				To:	Dead End				
\cap	4.00	440	_	From:	US 460	.		NIA.	00/00/0000
756)	1.20	140	R	To:	Dead End	NA I		NA	06/03/2002
_				From:					
757)	0.60	30	R		Dead End	l NA		NA	05/20/2002
11.111	0.00			To-	73-663			•	

					Fillice Edward Mailterialice Al	Ca							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:									
758	0.32	270	R	110	US 15			NA			NA		05/22/2002
(758)				To	Dead End								
				From:	Dead End								
759	1.00	20	R					NA			NA		05/20/2002
				To:	US 15								
700	0.45	60	R	From:	73-626			NA			NA		05/20/2002
760	0.40	00	1	To:	Dead End			INA			IVA		03/20/2002
				From:	73-627								
761)	0.45	10	R					NA			NA		05/22/2002
				To:	Dead End								
\bigcirc	0.40			From:	Dead End								05/00/000
762	0.40	70	R	To:	US 15			NA			NA		05/20/2002
				From:	US 460								
763)	0.15	60	R	<u> </u>	05 400			NA			NA		1999
				To:	Dead End								
				From:	Dead End								
764)	0.40	40	R	To:	50.650			NA			NA		05/20/2002
				From:	73-650	l i							
765	0.33	20	R	riom.	Dead End			NA			NA		06/03/2002
765)	0.00	20		To:	US 360			14/ (14/ (00/00/2002
				From:	73-662								
766	0.38	30	R					NA			NA		06/03/2002
				To-	Dead End								
\bigcirc	0.40		_	From:	Dead End								1000
767	0.18	80	R	To:	73-695	1		NA			NA		1999
				From:	Dead End								
768	0.22	90	R		Dead Elid			NA			NA		1999
(100)				To	73-695								
768)	0.22	1600	F	From:	75 070			0.084	F	0.591	1600	F	2002
				To:	US 15								
\bigcirc				From:	73-619								00/00/000
769	1.10	46	R	To:	Dead End			NA			NA		06/03/2002
				From:	73-671								
770	0.30	7	R		/3-0/1			NA			NA		05/20/2002
(10)				To	Dead End								
				From:	Dead End								
771)	0.36	30	R	_				NA			NA		05/20/2002
				To:	US 15								
	0.20	20	R	From:	73-654			NA			NA		1999
772)	0.20	20	K	To:	Dead End			INA			INA		1999
				From:	73-648								
773	0.23	100	R	<u> </u>				NA			NA		05/22/2002
\bigcirc				To:	Dead End								
\bigcirc	_		_	From:	Dead End								
775)	0.50	70	R	To:	70 (57			NA			NA		05/20/2002
				From:	73-657	<u> </u>							
776	0.65	NA		riom:	US 460			NA			NA		
776)	0.00	. w-1		To:	Dead End			. •/ ١			14/3		

					Prince Edward Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	(.)K	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:	US-00015(B)/APPROXIMATE LOCATION						
(778)	0.34	NA				NA			NA		
				To	Dead End/						
\bigcirc	0.40			From:	73-00778(B)/						
779	0.16	NA		To:	73-00628(B)/	NA			NA		
				From:	73-00028(B)/ Dead End						
(780)	0.60	50	R	<u> </u>	Dead End	NA			NA		05/22/200
(100)				To:	73-648						
				From:	Dead End						
(785)	0.50	10	R	_		NA			NA		05/20/200
				To:	73-669						
\bigcirc	0.00	400	_	From:	Dead End	NIA			NIA		05/00/000
790	0.69	180	R	To:	US 15	NA			NA		05/20/200
				From:	-						
1001	0.85	830	R	_	Dead End	NA			NA		1999
(1001)				To:	73-692						
				From:	73-692						
1002	0.07	900	R			NA			NA		1999
				To: From:	73-1005 WEST						
(1002)	0.43	650	R			NA			NA		1999
				To:	Dead End						
	0.45	40	_	From:	Dead End	NIA			NIA		4000
1003	0.15	40	R	To:	73-692	NA			NA		1999
				From:	73-692						
(1004)	0.20	50	R		13-072	NA			NA		1999
				To:	Dead End						
_				From:	73-1002 WEST						
(1005)	0.23	220	R	_		NA			NA		1999
				To:	73-1002 EAST						
	0.40	40	R	From:	Dead End	NA			NA		06/02/200
1006	0.40	40	K	To:	73-692	INA			INA		06/03/200
				From:	SR 133						
(1007)	0.10	150	R	<u> </u>	SK 133	NA			NA		1999
				To:	0.10 ME SR 133						
(1007)	0.25	80	R	From:		NA			NA		1999
				To:	Dead End						
$\widehat{}$				From:	73-692						
(1008)	0.07	45	R	To:	D 15.1	NA			NA		1999
					Dead End						
	0.27	290	R	From:	SCL Farmville	NA			NA		1999
(1009)	0.21	230		т	72 1010	13/			14/3		1333
1000	0.23	250	R	From:	73-1010	NA			NA		1999
(1009)	0.20	_50	• • • • • • • • • • • • • • • • • • • •	Tai	72 1012	14/			. •/ •		.500
(1009)	0.12	230	R	From:	73-1012	NA			NA		1999
1009	J.12			To	72 1011						
(1000)	0.17	220	R	From:	73-1011	NA			NA		1999
(1009)	J.17			To	72 1012	11/7					1000
(1009)	0.10	30	R	From:	73-1013	NA			NA		1999
1003	0.10		••	To	Dead End				. */ `		. 500

					1 Tillee Edward Mainterlance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak il Hour	QK Dir AAWDT Factor	QW Year
Prince Edward County				From:	73-1025	1		
(1010)	0.16	20	R	<u> </u>	/5-1025	NA NA	NA	1999
				To	73-1009			
\bigcirc	0.47	70		From:	73-1009		NIA	1000
1011)	0.17	70	R	To:	Dead End	NA T	NA	1999
				From:	Dead End			
1012	0.18	80	R			NA	NA	1999
				To:	73-1009	<u> </u>		
1013	0.19	80	R	From:	Dead End	 NA	NA	1999
(1013)	0.10			To:	73-1009]	14/1	1000
				From:	Cul-de-Sac			
1014	0.43	230	R			NA	NA	1999
				To: From:	73-1015]		
1014	0.19	300	R	To:	73-743	NA T	NA	1999
				From:	73-1014	1		
(1015)	0.11	60	R	<u> </u>	75-1014	NA	NA	1999
				To:	Cul-de-Sac			
\bigcirc	0.44	40	_	From:	73-1014]	NIA	4000
1016	0.11	40	R	To:	Cul-de-Sac	NA T	NA	1999
				From:	Dead End			
1017)	0.12	50	R			NA	NA	1999
				To	73-1018]		
\bigcirc	0.00	50	_	From:	Dead End	_ NA	NΙΔ	1000
1018	0.09	50	R	To:	73-1017	NA T	NA	1999
				From:	73-1021			
(1020)	0.11	100	R			NA	NA	06/10/2002
				To:	73-1001			
	0.09	40	R	From:	Dead End	NA	NA	06/10/2002
1021	0.09	40	K	Tai	72 1020	7	IVA	00/10/2002
(1021)	0.05	30	R	From:	73-1020	NA	NA	06/10/2002
				To:	Dead End	1		
\bigcirc				From:	73-1026			
1025	0.49	70	R			NA _	NA	06/10/2002
\bigcap	0.17	45	R	From:	73-1010	NA	NA	06/10/2002
1025)	0.17	45	ĸ	To:	Cul-de-Sac	7 NA	NA	06/10/2002
				From:	Cul-de-Sac	1		
(1026)	0.05	4	R			NA	NA	06/10/2002
				To:	73-1025			
	0.70	90	В	From:	US 15	NA	NA	1999
1030	0.70	80	R	To:	Dead End	NA T	INA	1999
				From:	Pr Edward High School	i		
9877	0.18	1800	R			NA	NA	06/05/2002
				To:	73-628	<u> </u>		
<u></u>	0.12	430	R	From:	Pr Edward Elem School	NA	NA	06/05/2002
9957)	0.12	400	ĸ	To:	73-628	7	INA	00/03/2002
						•		

					Prince	e Edward Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Farmville															
				From:		US 15 Third St									
Industrial Park Dr	0.36	2000	F	96%	0%	1% 1%	1%	0%	С	0.108	F	0.594	2100	F	2002
				To: From:		73-753									
1 1 144 Industrial Park Dr	0.74	560	F	96%	1%	2% 0%	0%	0%	С	0.093	F	0.542	600	F	2002
144)				To:		0.74 MI N OF 73-	753								
				From:		North St									
2 2nd St	0.13	2700	F	98%	0%	1% 1%	0%	0%	F	0.099	F	0.594	2900	F	2002
(2) 2nd St				To-		South St									
				From:		High St		Ī							
A North St	0.11	2300	F	98%	0%	1% 1%	0%	0%	С	0.128	F	0.52	2400	F	2002
North St	0.11		•		070		070		Ŭ	0.120	•	0.02	2100	•	2002
O 11 11 01				From:	201	Third St	201		_						
A North St	0.08	2800	F	97%	0%	2% 1%	0%	0%	С	0.098	F	0.594	2900	F	2002
<u> </u>				To:		Second St									
			_	From:	•	4Th St	•								
5 South St	0.12	1800	F							0.106	F	0.524	1900	F	2002
144				To		3Rd St		L							
5 South St	0.09	1200	F	98%	0%	1% 1%	0%	0%	С	0.115	F	0.558	1300	F	2002
5 South St	2.00		•	To:	5 / 0	2Nd St	- , 0		•		•	2.000		•	
				From:											
3851) Griffin Blvd	0.70	2000	_		Ω0/	Main St	10/	00/	C	0.006	E	0.504	4100	_	2002
Griffin Blvd	0.79	3800	F	98% To:	0%	1% 1%	1%	0%	С	0.096	F	0.504	4100	F	2002
						High St									
O			_	From:		WCL Farmville			_		_			_	
3852 High St	0.62	1800	F	97%	0%	1% 0%	0%	0%	F	0.117	F	0.584	1900	F	2002
				To: From:		4Th Ave									
3852 High St	0.38	2500	F	97%	0%	1% 0%	0%	0%	С	0.104	F	0.529	2700	F	2002
144				To:		Oak St									
				From:		Church St		Ī							
3853) Virginia St	0.27	710	F	99%	0%	1% 1%	0%	0%	С	0.111	F	0.546	750	F	2002
3853 Virginia St	v. <u>-</u> .		-		0,0					•	·	0.0.0		•	
<u> </u>				From:		Longwood Ave									
3853 Virginia St	0.10	3400	F	99%	0%	1% 1%	0%	0%	F	0.102	F	0.558	3700	F	2002
				To:		Third St									
				From:		First Avenue									
3854 Barrow St	0.13	1000	F	96%	1%	1% 2%	0%	0%	F	0.127	F	0.54	1100	F	2002
144				To:		Griffin Blvd									
				From:		4Th Ave									
3856) Gilliam Dr	0.23	760	F	98%	1%	1% 0%	0%	0%	С	0.119	F	0.606	800	F	2002
144/				To:		Main St									
				From:		High St									
3857) Venable St	0.18	2300	F	99%	0%	0% 0%	0%	0%	F	0.115	F	0.534	2400	F	2002
Venable St	0.10	2000	•	To:	070	Main St	070	070	•	0.110	•	0.004	2-100	•	2002
							a .								
Milmuraad Dd	1.50	4000	_	From:	00/	Bus US 15 Main		00/	^	0.000	_	0.540	4000	_	2022
Milnwood Rd	1.52	4600	F	98%	0%	1% 1%	0%	0%	С	0.093	F	0.519	4900	F	2002
				To: From:		Bus US 460 Third	l St								
3860 Persimmon Tree Fork R	0.47	590	F	98%	1%	1% 0%	0%	0%	С	0.105	F	0.597	620	F	2002
144				To:		73-638 ECL Farm	ville								
				From:		WCL Farmville	;	ī							
3862) Plank Rd	0.58	1800	F	92%	2%	3% 1%	2%	0%	С	0.097	F	0.574	1900	F	2002
73862) Plank Rd				т					-						
Diver D.4	0.55	700	_	From:	001	Main St	001	00/		0.000	-	0.700	040	-	0000
(3862) River Rd	0.55	760	F	96%	0%	3% 0%	0%	0%	С	0.088	F	0.782	810	F	2002
				To:		ECL Farmville									
				From:		Main St									
3864 4th St	0.16	2400	F	96%	0%	2% 1%	0%	0%	F	0.103	F	0.532	2500	F	2002
				To:		Virginia St		L							
3864 Longwood Ave	0.55	1800	F	96%	0%	2% 1%	1%	0%	F	0.118	F	0.574	1900	F	2002
144	0.00	.000	•	70 /6 To:	J /0	Cedar St	1 /0	370	•	0.110	•	0.017	1000	•	2002
						Cedar St									

					1 111100	e Edward Mainter	idi ioc 7 t	ica							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
own of Farmville															
Longwood Ave	0.49	4000	F	96% To:	0%	Cedar St 2% 1% Third St	1%	0%	F	0.088	F	0.568	4300	F	2002
1st Ave		660	F	From:		School St				0.114	F		700	F	2002
1007110		000	•	To:		Franklin St		1		0.111	·		700	•	
				From:		School St		1							
4th Ave		80	F	To:		Fayette St				0.156	F		90	F	2002
				From:		Cobb St		1							
Agee St		810	F	To:		West Third St				0.11	F		860	F	2002
Dizarro Ct		400	F	From:		Georgia St				0.405	г		200	_	2000
Bizarre St		180	F	To:		Inffaran C+				0.125	F		200	F	2002
						Jefferson St									
0.11.0			_	From:		Agee St					_		.	_	
Cobb St		220	F	т.		***				0.145	F		240	F	200
				10.		Holman St									
				From:		Hill St								_	
Edmund St		170	F							0.180	F		180	F	200
				Tn-		Griffin Blvd									
				From:		Stepney St									
Georgia St		130	F							0.141	F		140	F	200
				To:		Monroe St									
				From:		Cobb St									
Holman St		220	F							0.145	F		240	F	200
				To:		West Third St									
				From:		Gum St									
Hylawn Ave		530	F							0.124	F		560	F	2002
				To:		ECL Farmville	:								
				From:		Georgia St									
Monroe St		160	F							0.110	F		160	F	2002
				To:		Maryland St									
				From:		Main St									
Osborne Rd		760	F			THAIT ST				0.087	F		810	F	200
				To:		Jefferson St									
				From:		Watson St									
Park Ave		180	F	<u> </u>		Watson St				0.129	F		190	F	200
T GITT TVO			•	To:		Serpell St				0.120	•		100	•	
				From:		Watson St		1							
Richardson St		50	F	<u> </u>		waison St				0.141	F		60	F	200
i dicharusuri St		30	•	To:		Glenn St				U. 1 → 1	'		00	'	200
				From:											
School St		Qn.	E	r ront.		4Th Ave				0.179	E		90	E	200
3011001 3L		80	F	To:		3Rd Ave				0.179	г		80	F	2002
								!							
		40	_	From:		Longwood Ave	;			0.4=4	_		4000	_	
Vaughan St		1200	F	. —						0.171	F		1300	F	2002
				To:		Third St									
				From:		Chambers St									
Watkins St		120	F							0.118	F		130	F	200
				To:		Redford St									